Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (currently amended) Leakage compensation system in a control device for a fully hydraulic steering system with a supply connection arrangement having a high-pressure connection and a low-pressure connection, a working connection arrangement having two working connections, a control section between the supply connection arrangement and the working connection arrangement, a control element for activating the control section, a steering member and an auxiliary fluid path with a valve arrangement, through which hydraulic fluid can be supplied or drained off, ~~characterised~~ characterized in that the valve arrangement (A6, A7) of the auxiliary fluid path (12) can be activated via the control element (2) ; wherein the leakage compensation system is fully hydraulic; wherein the valve arrangement (A6, A7) of the auxiliary fluid path (12) comprises means for correcting the correlation between the position of the control element (2) and the position of the steering member (3); and wherein the control section has a housing (H), and outer rotary slide (Y) arranged to be rotatable in the housing and an inner rotary slide (I) arranged to be rotatable in the outer rotary slide, wherein the valve arrangement (A6, A7) has a throttle (A6) formed between the outer slide (Y) and the housing (H) through cooperation of a throttling groove (S1R) and a bore (10).

2. (currently amended) The system according to claim 1, ~~characterised~~ characterized in that in a predetermined operating area of the control element (2) outside the neutral position of the control element (2), the valve arrangement (A6, A7) enables a correction of a correlation between the position of the control element (2) and the position of the steering member (3).

3. (currently amended) The system according to claim 1, ~~characterised~~ characterized in that the valve arrangement (A6, A7) prevents a correction via the auxiliary fluid path (12) in a predetermined operating end area of the control element (2).

4. (currently amended) The system according to claim 1, ~~characterised~~ characterized in that the valve arrangement (A6, A7) is made in the control section.

5. (currently amended) The system according to claim 4, ~~characterised~~ characterized in that the valve arrangement (A6, A7) has at least one adjustable throttling arrangement in the control section.

6. (currently amended) The system according to claim 5, ~~characterised~~ characterized in that ~~the control section has a housing (H), an outer rotary slide (Y) arranged to be rotatable in the housing and an inner rotary slide (I) arranged to be rotatable in the outer rotary slide,~~ the throttling arrangement (A6, A7) being formed between the inner and the outer rotary slide and/or between the outer rotary slide (Y) and the housing (H).

7. (currently amended) The system according to claim 5, ~~characterised~~ characterized in that the throttling arrangement has several throttles (A6, A7, B) connected in series.

8. (currently amended) The system according to claim 7, ~~characterised~~ characterized in that at least one of the several throttles (A6, A7, B) is made as a fixed throttle (B).

9. (currently amended) Leakage compensation system in a control device for a fully hydraulic steering system with a supply connection arrangement having a high-pressure connection and a low-pressure connection, a working connection arrangement having two working connections, a control section between the supply connection arrangement and the working connection arrangement, a control element for activating the control section, a steering member and an auxiliary fluid path with a valve arrangement, through which hydraulic fluid can be supplied or drained off, characterized in that the valve arrangement (A6, A7) of the auxiliary fluid path (12) can be activated via the control element (2); wherein the leakage compensation system is fully hydraulic; wherein the valve arrangement (A6, A7) of the auxiliary fluid path (12) comprises means for correcting the correlation between the position of the control element (2) and the position of the steering member (3) and wherein the valve arrangement (A6, A7) prevents a correction via the auxiliary fluid path (12) in a predetermined operating end area of the control element (2); further characterized in that valve arrangement (A6, A7 is made in the control sections; further characterized in that valve arrangement (A6, A7) has at least one adjustable

throttling arrangement in the control section; further characterized in that the throttling arrangement has several throttles (A6, A7, B) connected in series; further~~. The system according to claim 7, characterised~~ characterized in that one throttle (A7) is arranged between the inner and the outer rotary slide (I, Y) and one throttle (A6) between the outer rotary slide (Y) and the housing (H).

10. (currently amended) Leakage compensation system in a control device for a fully hydraulic steering system with a supply connection arrangement having a high-pressure connection and a low-pressure connection, a working connection arrangement having two working connections, a control section between the supply connection arrangement and the working connection arrangement, a control element for activating the control section, a steering member and an auxiliary fluid path with a valve arrangement, through which hydraulic fluid can be supplied or drained off, characterized in that the valve arrangement (A6, A7) of the auxiliary fluid path (12) can be activated via the control element (2); wherein the leakage compensation system is fully hydraulic; wherein the valve arrangement (A6, A7) of the auxiliary fluid path (12) comprises means for correcting the correlation between the position of the control element (2) and the position of the steering member (3) and wherein the valve arrangement (A6, A7) prevents a correction via the auxiliary fluid path (12) in a predetermined operating end area of the control element (2); further characterized in that valve arrangement (A6, A7 is made in the control sections; further characterized in that valve arrangement (A6, A7) has at least one adjustable throttling arrangement in the control section; further characterized in

that the throttling arrangement has several throttles (A6, A7, B) connected in series; further~~The system according to claim 7, characterised~~ characterized in that for each rotation direction the outer rotary slide (Y) has a throttling groove (S1R, S1L), which extends over part of its circumference and overlaps with both the opening of a working connection (CR, CL) and the opening of the low-pressure connection (TR, TL), whereas the remaining part of the circumference has an auxiliary groove (S2R, S2L), which is offset laterally in relation to the throttling groove (S1R, S1L) and only overlaps with the opening of the working connection (CR, CL).

11. (currently amended) The system according to claim 10, ~~characterised~~ characterized in that the outer slide (Y) is surrounded by a circumferential groove (S3R, S3L), which is supplied with the pressure at the working connection (CL, CR).

12. (currently amended) The system according to claim 11, ~~characterised~~ characterized in that for each rotation direction a projecting area (LR, LL) is provided on the circumference of the outer rotary slide (Y), said projecting area being surrounded by the circumferential groove (S3R, S3L), the throttling groove (S1R, S1L) and the auxiliary groove (S2R, S2L), an angle area of the outer rotary slide (Y) being provided, in which both projecting areas (LR, LL) interrupt a connection between the low-pressure connection (TR, TL) and the working connection (CR, CL).

13. (currently amended) The system according to claim 1, ~~characterised~~ characterized in that the auxiliary fluid path

(12) is arranged between the working connection arrangement (CL, CR) and the low-pressure connection (T).

14. (currently amended) The system according to claim 1, ~~characterised~~ characterized in that that the auxiliary fluid path (12) is arranged between the working connection arrangement (CL, CR) and an auxiliary low-pressure connection (T') provided separately from the low-pressure connection (T).

15. (currently amended) The system according to claim 1, ~~characterised~~ characterized in that the auxiliary fluid path (12) is provided between the high-pressure connection and the working connection arrangement (CR, CL) and bypasses the control section.

16. (currently amended) The system according to claim 1, ~~characterised~~ characterized in that the valve arrangement has at least one discretely formed valve, which can be activated via the control element (2).

17. (cancelled)

18. (currently amended) The system according to claim 1, ~~characterised~~ characterized In that the auxiliary fluid path (12) has an inlet, which is connected directly with the outlet of a priority valve (PV) or with a pump (P), and an outlet, which is connected with the working connection arrangement.

19. (currently amended) The system according to claim 1, ~~characterised~~ characterized in that the valve arrangement has

a non-return valve opening in the direction away from the priority valve.